



## 4.0 Strategic Action Plan

### 4.1 Development Plans

Development plans have been created for each of the six focus areas for the Base to include Airfield, Waterfront, Core, Rotational Forces and Expeditionary Camp, Family Housing, and other areas. These plans illustrate the overall development concept and phasing for each of the areas. Phasing is indicated for the purposes of establishing a development sequence for a particular focus area and may not correspond to other focus areas.

The following plans are intended to represent major changes in the base footprint as recommended by Rota's Re-Cap Plan. The plans reflect new construction, relocation, demolition and in some cases major renovations. Plans may not show all renovations or utilities improvements. For a complete list of all projects included in the Re-Cap Plan, refer to Appendix A.8. Appendix A.2 provides supporting economic analysis data and an analysis of Annual Inspection Summary savings resulting from the planned projects.

Figure 4-1 Rota Re-Cap Summary of Buildings Constructed and Demolished

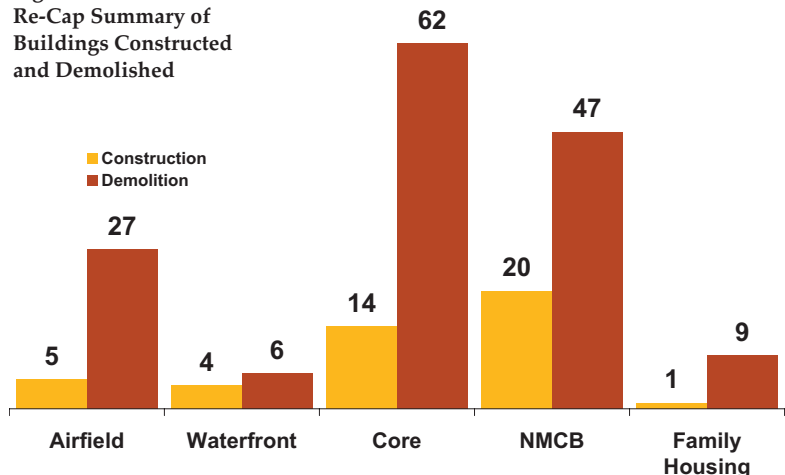




Figure 4-2

## Airfield Re-Cap Summary

### NEW CONSTRUCTION

5 Buildings ..... 13,605 m2

### DEMOLITION

27 Buildings ..... 19,826 m2

### FOOTPRINT REDUCTION

22 Buildings ..... 6,221 m2

**TOTAL INVESTMENT ..... \$ 68.7**

**LIFE CYCLE SAVINGS ..... \$ 23.0 M**

**AIS BACKLOG REDUCTION ...\$7.8 M**

Re-Cap addresses facilities within the Air Safety Clearance Zone /7:1 Transition Slope

### 4.1.1 Airfield

The following section illustrates the development of the Air Operations function, airfield maintenance and support, and Air Force facilities at the Rota Airfield. Proposed improvements will constitute 17.6 % of overall new construction and 22.8% of overall demolition for the total Rota Re-Cap Plan. Development will occur in three phases and will provide essential improvements to the airfield to support future mission requirements including En Route.

The En Route mission at Rota will drive the majority of Airfield improvements over the next five years. These improvements will significantly change the physical layout of major functions along the Airfield, and will have a notable impact on Core area activities and their development as well.





#### Phase 1 Projects

- RSIP-X Rehabilitate Hangar 5

#### PHASE 1 AIRFIELD

Figure 4-3 Phase 1 Airfield Development

**PHASE 1** The first phase of development at the Airfield involved the relocation of NSGA to Hangar 5. A portion of Hangar 5 will be renovated to support the NSGA relocation. Following this relocation, the former facility for NSGA, Building 533, can be demolished.

*Portion of Hangar 5 will be renovated to relocate NSGA*



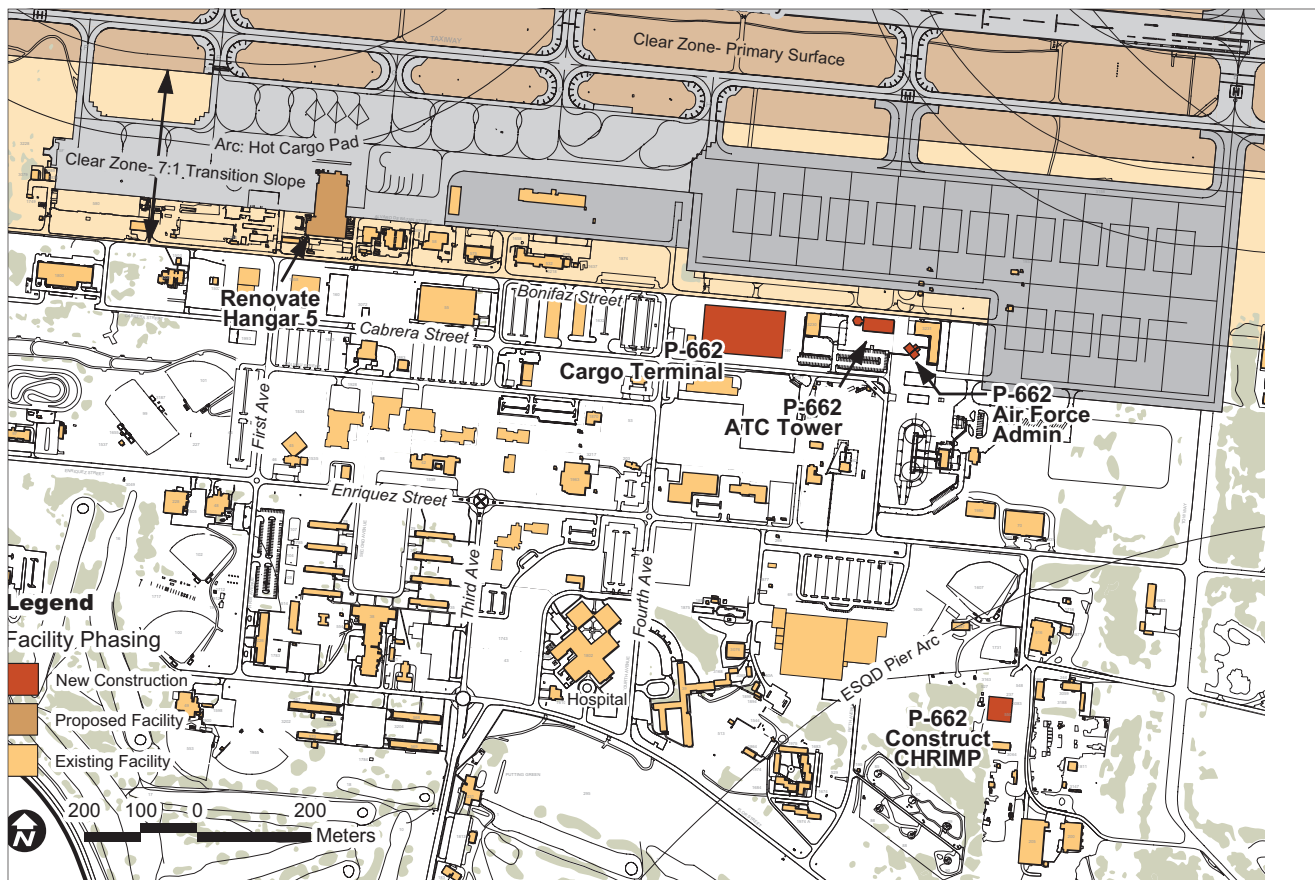


Figure 4-4 Phase 2  
Airfield Development

## PHASE 2 AIRFIELD

**PHASE 2** Phase 2 is the most significant construction phase for the Airfield. This phase includes P-662, which constructs five new facilities: a Combined Air Operations/ATC Tower, Air Cargo Facility, Material Handling Equipment Maintenance Facility, AMSS Administrative Facility and a CHRIMP Facility. All facilities except for the CHRIMP building will be located at the airfield. The proposed location for the CHRIMP building is by the DRMO area. The project also includes consolidating ASD into Hangar 5. As a result of this project, 24 buildings totalling over 15,900 m<sup>2</sup> can be demolished.

**PHASE 3** Phase 3 completes the Flightline Re-Cap Plan and consists of three projects: P-695, Air Force Contingency Berthing, and Airfield Perimeter Fencing. The first project in Phase 3 is MILCON P-695, Air Passenger Terminal. This project constructs a new air passenger terminal, a new C-12 Hangar, demolishes buildings (the existing C-12 Hangar, existing

### Phase 2 Projects

- P-662 Combined Air Operations/ ATC Tower, Air Cargo Facility, Material Handling Equipment Maintenance Facility, AMSS Admin Facility, CHRIMP, and Consolidate ASD into Hangar 5

passenger terminal and others), and expands the runway where the buildings will be demolished.

The second project in Phase 3 is the construction of Air Force Contingency berthing. The building will be located adjacent to existing transient berthing in close proximity to newly developed MWR and other support facilities in the Core area. Finally, the third project in Phase 3 will construct Airfield perimeter fencing. This project will provide a secured perimeter with controlled access to the runway and restricted facilities along the flightline.





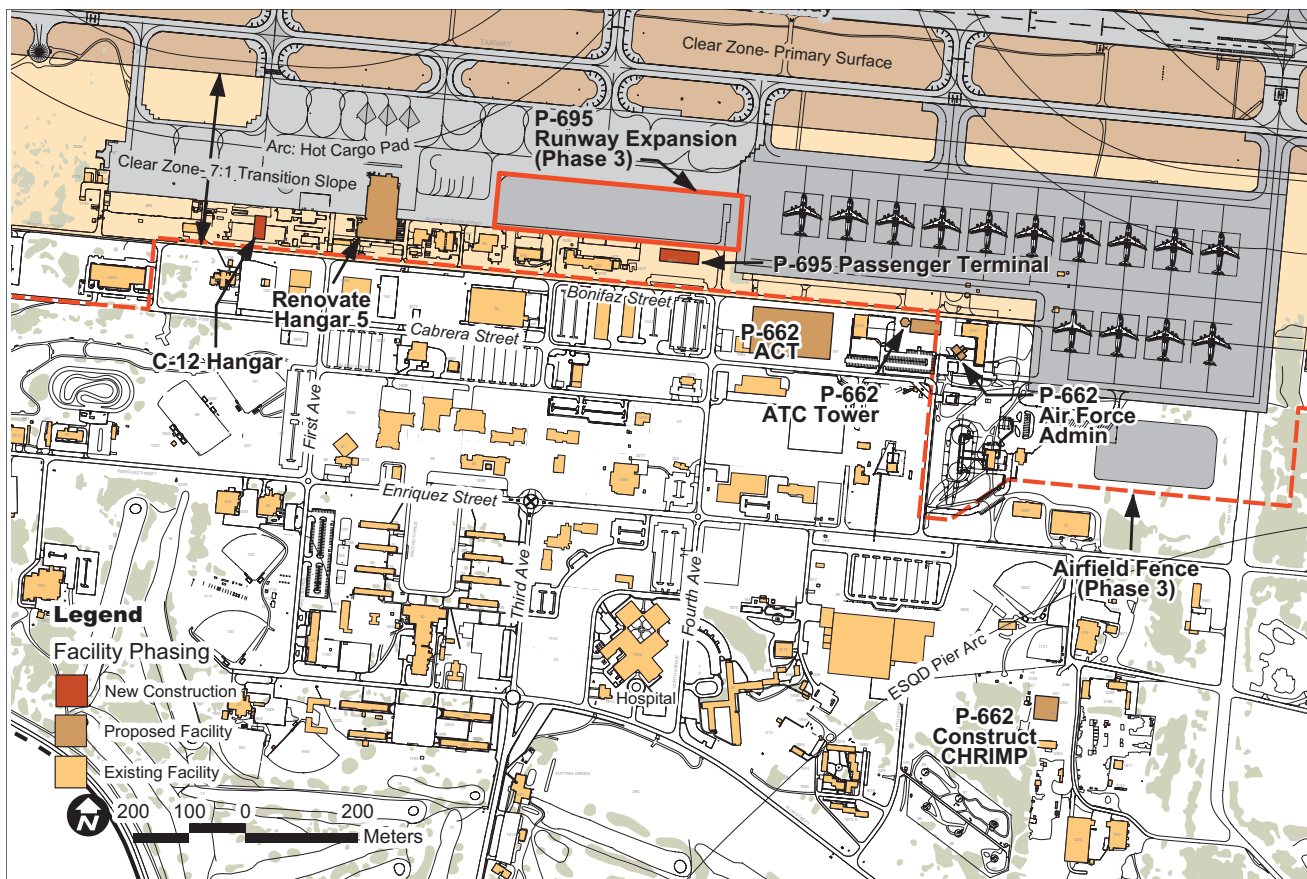


Figure 4-5 Phase 3 Airfield Development

#### Phase 3 Projects

- P-695 Passenger Terminal and Runway Expansion
- Airfield Perimeter Fencing

#### PHASE 3 AIRFIELD

The Flightline Re-Cap Plan, once complete will meet all En Route and future mission-related facility needs for Airfield Operations at Rota. Facilities will be provided within a secured perimeter fencing and will meet all current AT/FP construction standards.

#### Proposed Airfield Fence Boundaries

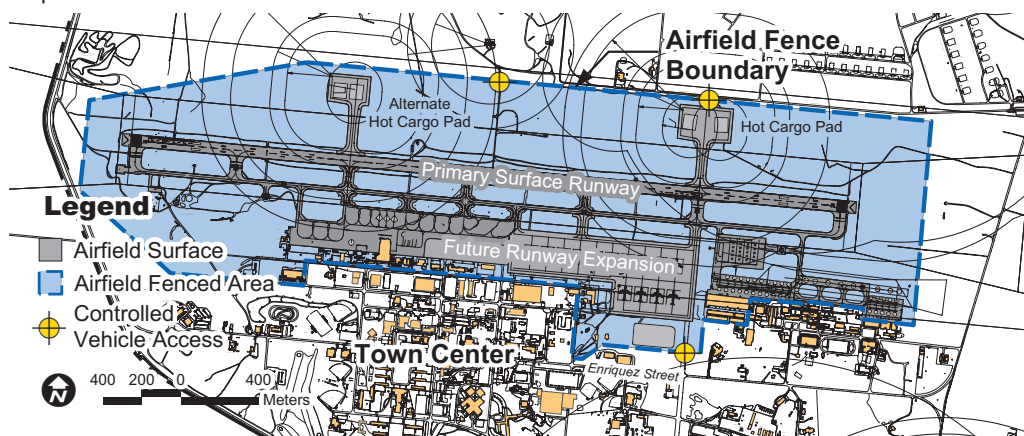


Figure 4-6 Proposed Airfield Fencing and Access

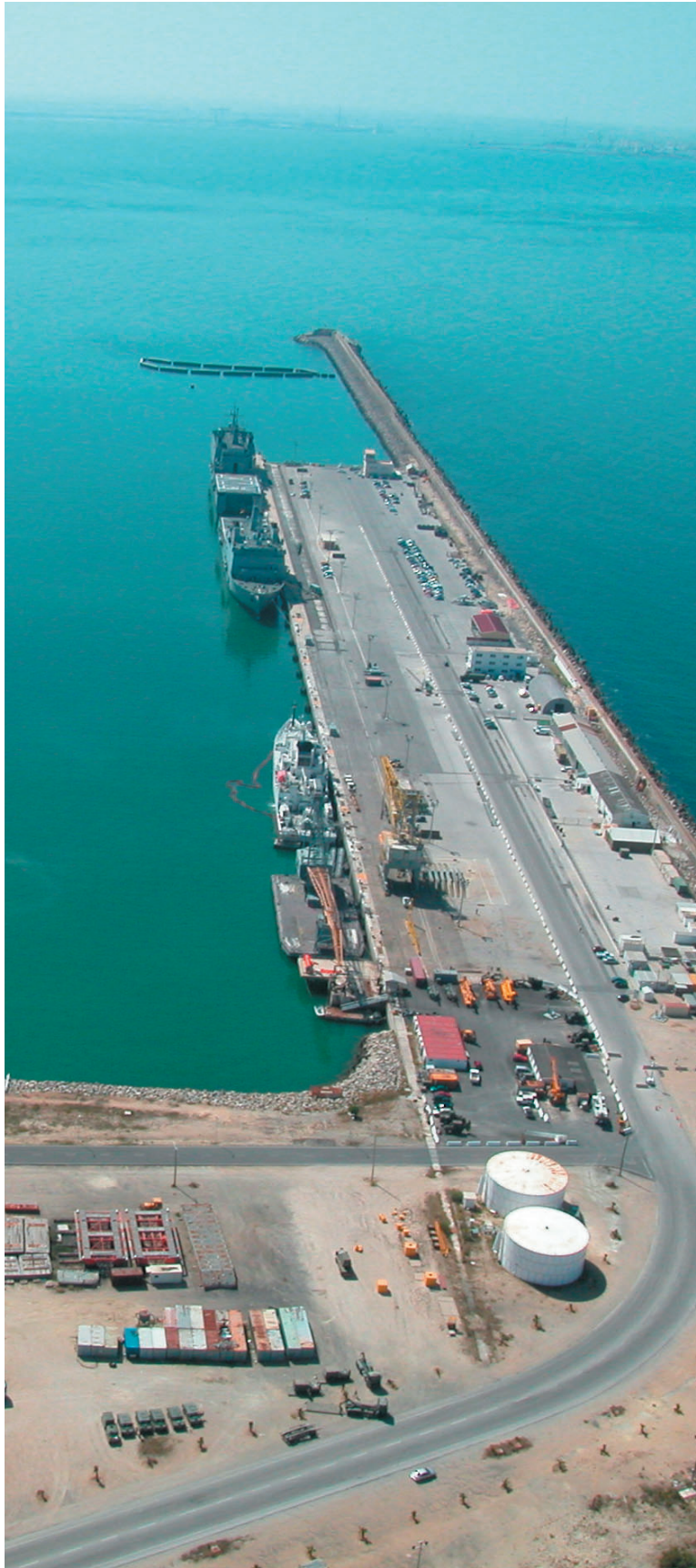


Figure 4-7

## Waterfront Re-Cap Summary

### NEW CONSTRUCTION

4 Buildings ..... 2,607 m<sup>2</sup>

### DEMOLITION

6 Buildings ..... 2,923 m<sup>2</sup>

### FOOTPRINT REDUCTION

2 Buildings ..... 316 m<sup>2</sup>

**TOTAL INVESTMENT ..... \$ 146.9**

**LIFE CYCLE COST ..... \$ 14.3 M**

### AIS BACKLOG

**REDUCTION ..... \$ 143 K**

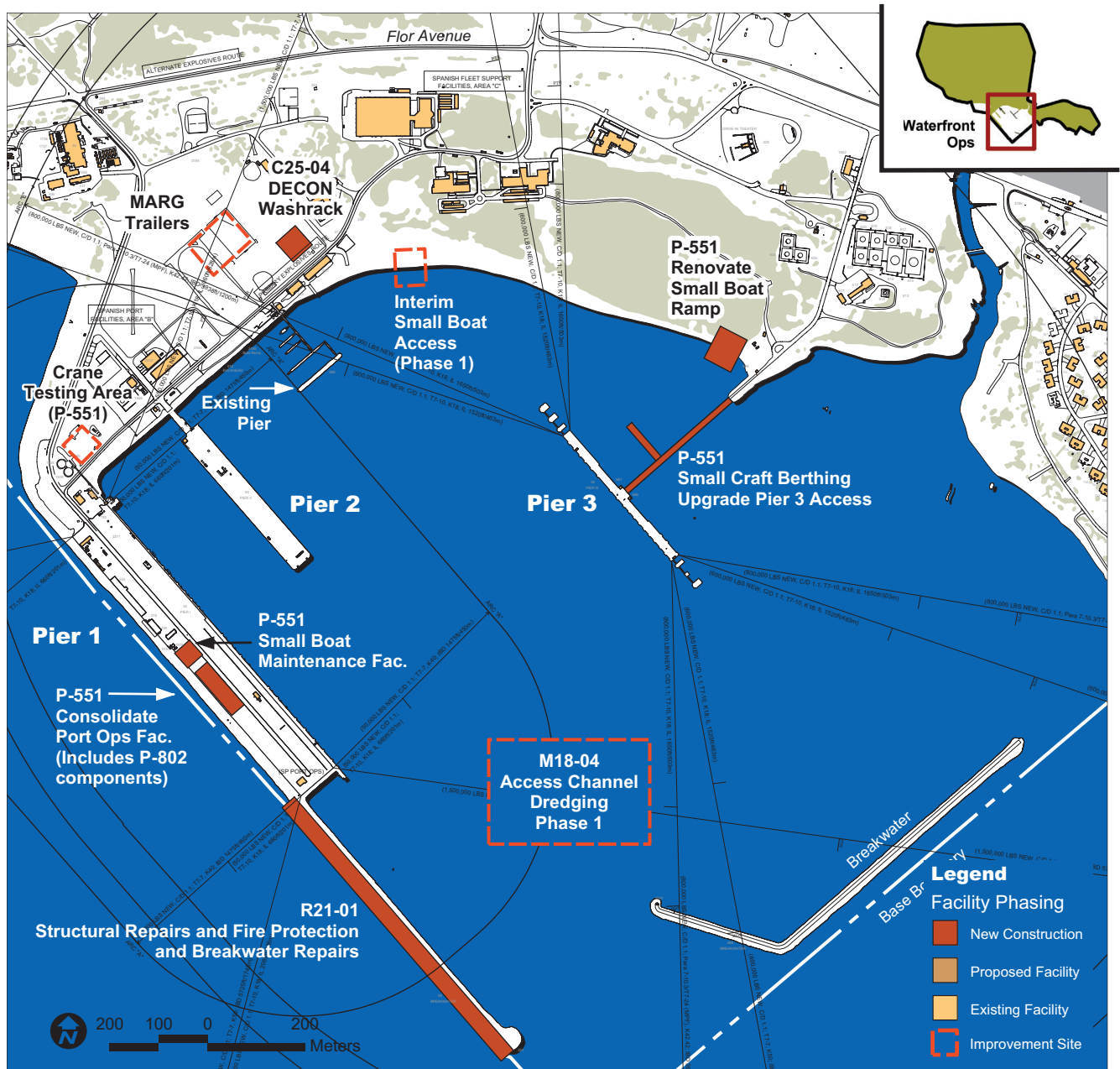
The recommended plan for new construction for the Waterfront is necessary due to new mission requirements for Harbor Security. Renovation is not possible in order to meet space and operational needs and therefore will demand significant investment.

### 4.1.2 Waterfront

The following section outlines the development of Waterfront improvements to include Port Ops facilities, Piers, and NATO improvements. The recommended changes at the Waterfront supports the overall Re-Cap effort at Rota.

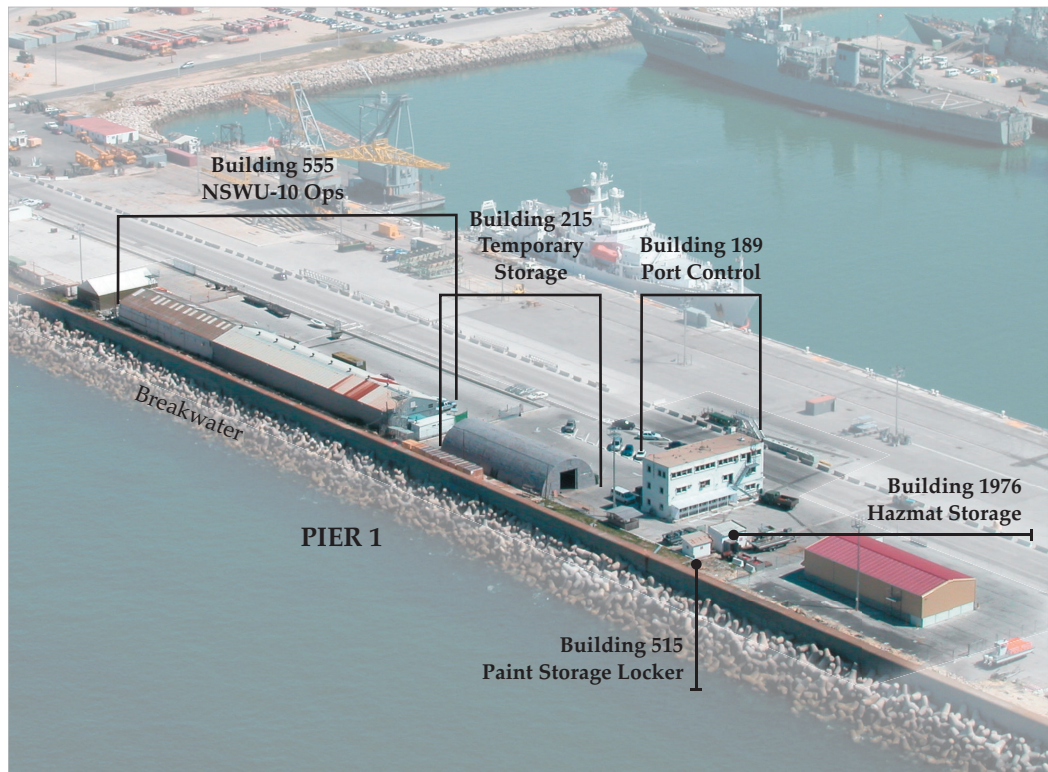
The overall impact of Waterfront improvements is relatively small in terms of footprint. The proposed Waterfront construction equals just 3.3% of new construction, and only 2.9% of overall demolition during the base-wide Re-Cap. A shortage of existing adequate facilities on the Pier prevent renovation alternatives to meet the Waterfront requirement. Improvements will be completed in two key phases to be followed by NATO projects. The time frame of the NATO projects are unknown at this time.





**PHASE 1** The first phase of the implementation plan for Waterfront Operations includes four main projects. The first project is MILCON P-551 Port Operations Facilities. The project will build a combined Port Operations Office, Small Craft Maintenance Facility, Small Craft Berthing, Upgrade Pier 3 Access, Small Craft Loading Ramp and PW Crane Operations Building. The restoration of an interim small boat access ramp will be provided by NSWU-10 to meet this require-

Phase 1 of Waterfront improvements will demolish the current Port complex on Pier 1. Illustration shows buildings to be demolished by P-551



ment until the completion of P-551. As part of the MILCON project, six buildings will be demolished: 89, 555, 215, 526, 3153 and 536 for a total of 2,100 m2. Building 555 demolition is pending completion of P-802 NSWU Ops. The second project, R21-01 will repair the breakwater that extends along Pier 1, and provide structural repairs and fire protection on Pier 1. The third project, M18-04/ Access Channel Dredging will restore much needed channel depth in the harbor. The fourth project is the installation of trailers for MARG use during their twice a year operations.

**PHASE 2** The second phase of the Waterfront Operations implementation plan includes three projects, one of which is a NATO project. The first project in Phase 2, C25-04 will install a much needed DECON Washrack for MARG operations and P-554, Harbor Dredging to support NATO CP-13. The NATO project extends Pier 1, upgrades Pier 2, constructs a new Pier 4, and repairs Fueling Pier 3.

*Phase 2 will construct a future Pier 4 at the current location of Pier 566 shown here.*





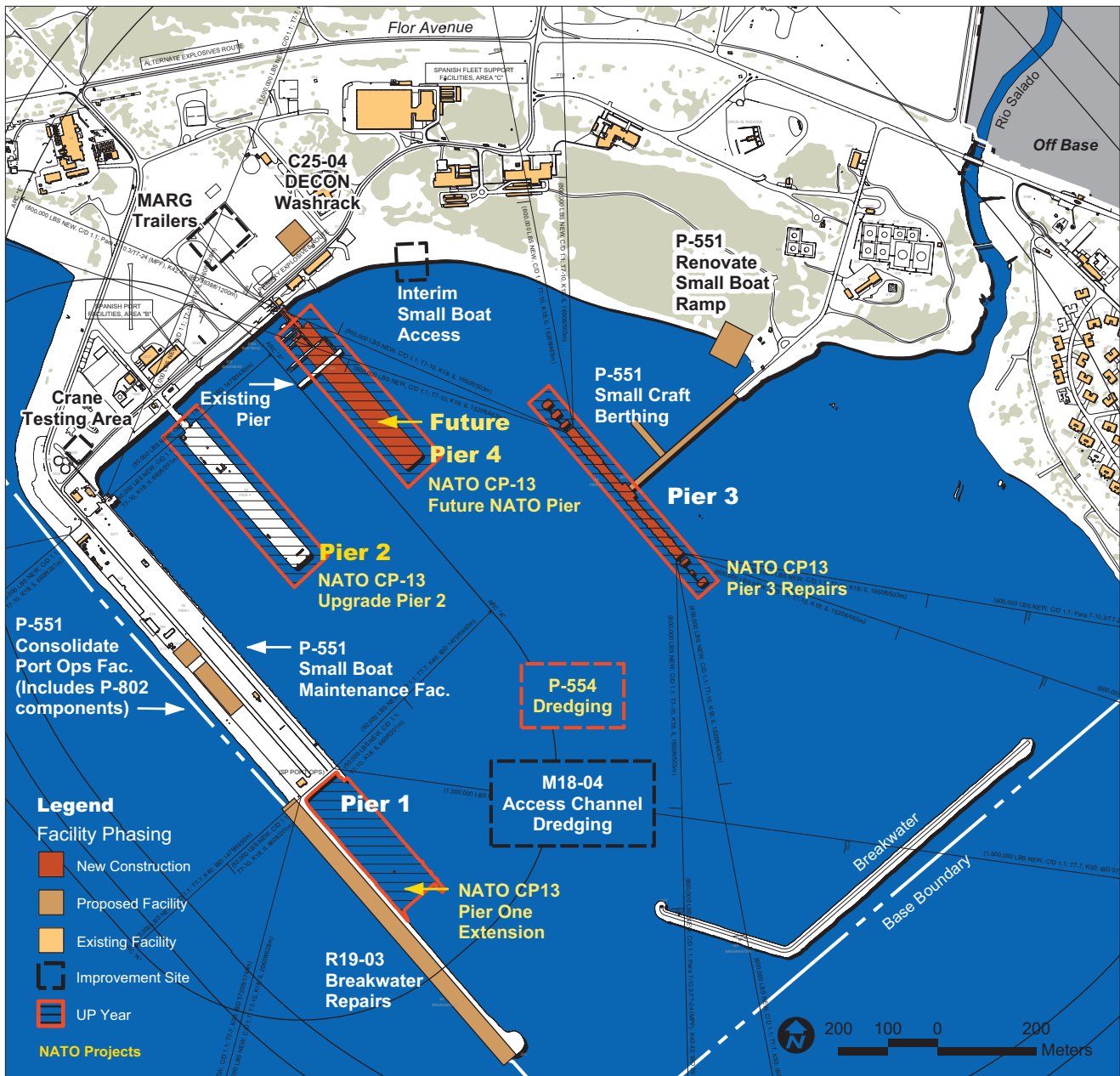


Figure 4-9  
Phase 2 Waterfront  
Development



Figure 4-10

## Core Re-Cap Summary

### NEW CONSTRUCTION

14 Buildings ..... 35,335 m2

### DEMOLITION

62 Buildings ..... 43,809 m2

### FOOTPRINT REDUCTION

48 Buildings ..... 8,210 m2

**TOTAL INVESTMENT ..... \$ 170.1 M**

**LIFE CYCLE SAVINGS ..... \$ 31.8 M**

**AIS BACKLOG REDUCTION ..\$ 4.2 M**

Re-Cap eliminates seismic violations in the Core area as well as AT/FP non-compliance

### 4.1.3 Core

Redevelopment of the Core will encompass nearly half of the construction and demolition of Rota's Re-Cap effort (Figure 4-9). With the net demolition of 48 buildings (6,095 m2), the impact to the Core will be significant and will meet AT/FP standards, as well as seismic, safety and quality of life requirements. Building on previous RV-21 plans, the proposed changes to the Core will incorporate recent construction along with proposed new development and demolition recommendations. The concept also includes the creation of a vehicle-free pedestrian zone that accommodates new administrative and community support facilities.

Key transportation improvements include a comprehensive parking plan that provides adequate parking for all existing and proposed functions and eliminates the need for on-street parking. AT/FP issues and the use of temporary security measures are also addressed. The introduction of three new rotaries at key intersections surrounding the Core will serve to improve circulation throughout the area (see Appendix A.5)





### Phase 1 Projects

- P-645 Command Ops (also includes Community Support, Library and Education facilities)
- P-503 NEX/DeCA Consolidated facility (includes a Gas Station/ Video-Mini Mart as a separate facility)

### PHASE 1 CORE

**PHASE 1** The first phase of the Core area Re-Cap Plan begins with P-645 Command Ops MILCON. This project demolishes 21 buildings in the Core area alone (over 17,000 m2) and constructs six facilities in its place. These buildings initiate construction of the new pedestrian mall area and anchor a prominent intersection of the Base, Enriquez Street and Third Avenue.

The focal point of the project is the Command Operations Headquarters facility,

Figure 4-11  
Phase 1 Core Area  
Development

Command Operations Headquarters (Source: Clarke Nexsen Architects, June 2004)



P-645 COMMAND OPERATIONS SOUTH ELEVATION

Community Support and Library facilities (Source: Clarke Nexsen Architects, June 2004)



P-645 COMMUNITY SUPPORT BUILDING ELEVATION



P-645 LIBRARY ELEVATION

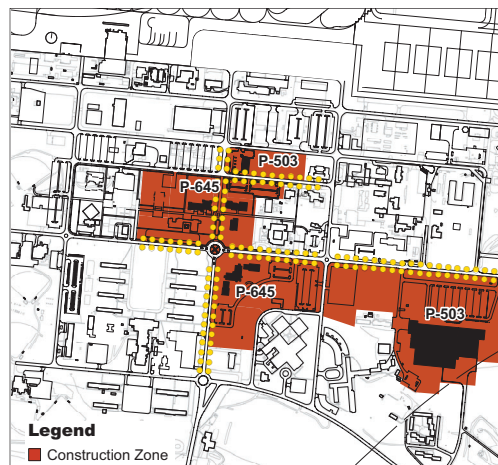
which is composed of three separate buildings that frame the southeast corner of Enriquez Street and Third Avenue. The Headquarters, HRO and PSD components of this facility will consolidate the majority of admin functions taking place in the Core area into a single location. The facility will take advantage of direct access to Third Avenue and Enriquez Street, provide on-site parking, and be in close proximity to future support functions proposed for the pedestrian mall area.

This project will also relocate the WIC (Woman Infant and Children) function into the Core area. The plan demolishes the existing WIC building by the Airfield and

relocates the function into the Core area where it will be more accessible to its users.

P-645 will be responsible for carrying out key roadway and site improvements that will become the basis for future development within the Core and pedestrian mall areas. Phase 1 improvements will establish a key entry into the Core area with street improvements made to Third Avenue from Flor Avenue to Enriquez Street. Improvements include the construction of two prominent rotaries along Third Avenue that provide traffic control and a sense of identity to this important entry road.

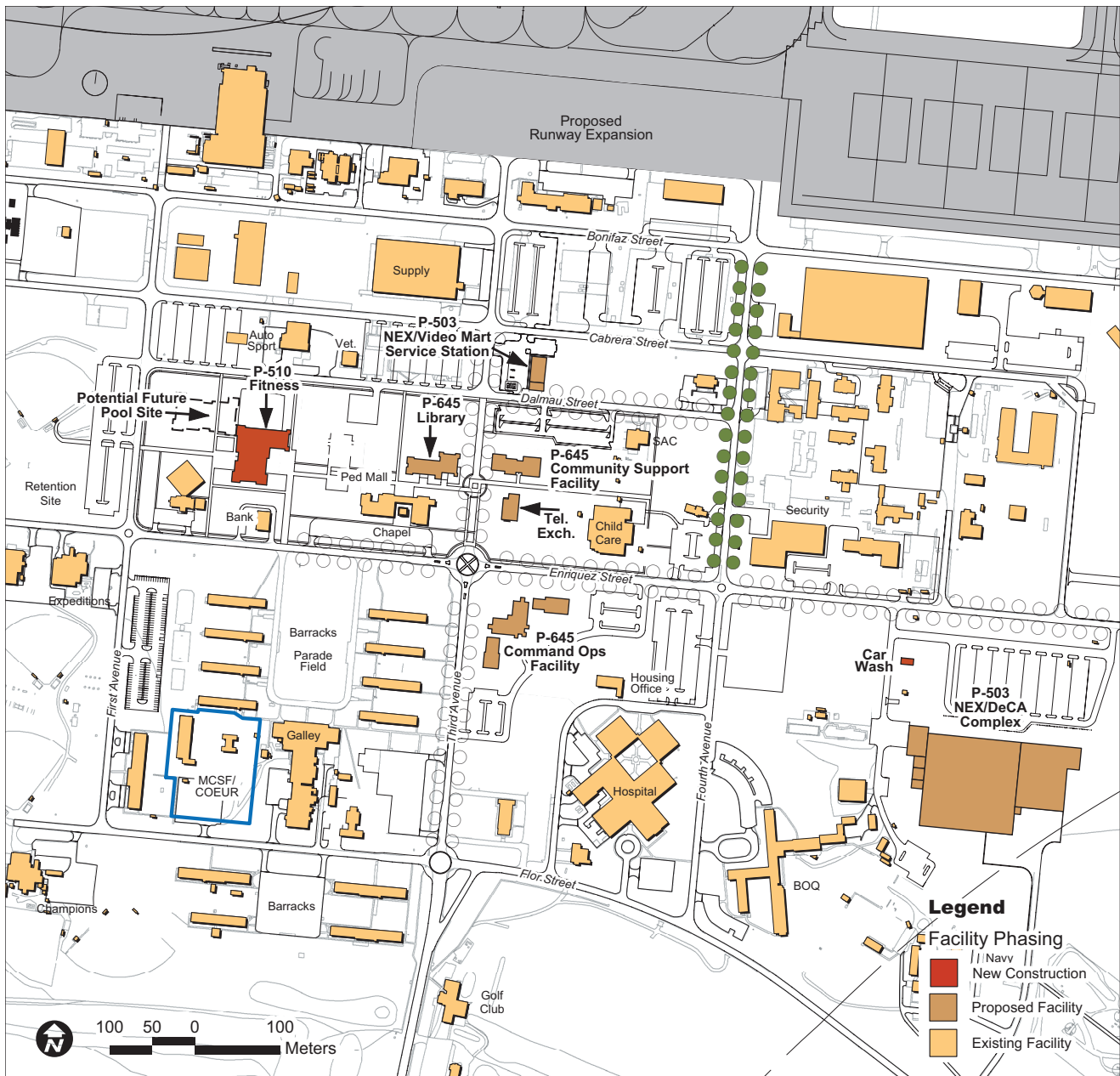
Figure 4-12 (Right) Area of Development (orange) for Phase 1 of the Core Area (P-645 and P-503)



(Far Right) New 3rd Avenue Rotaries







## Phase 2 Projects

- P-510 QOL-1 Fitness Center
- RSIP MWR Car Wash

## PHASE 2 CORE

Third Avenue will terminate at the second rotary and continue symbolically via a walking avenue that links to a pedestrian rotary and axis point for the pedestrian mall.

P-503 NEX/DeCA Main Store MILCON, as part of its larger project scope, will develop a 678 m2 Gas Station and Video/Mini-Mart facility just north of the pedestrian area. This will provide the best access for both personnel living and working in the Core.

Figure 4-13  
Phase 2 Core Area  
Development

Conceptual  
Rendering of  
P-510 QOL 1/  
Fitness Facility



Figure 4-14 (right)  
Area of Development  
(green) for Phase 2 of  
the Core Area (P-510  
the Gym/Fitness  
Center)



Existing Fitness Center,  
Building 44 (far right)  
will be demolished with  
P-510



**PHASE 2** The second phase of Core area Re-Cap Plan begins the MWR Quality of Life initiative by relocating the Fitness facility (P-510 QOL-1) into the pedestrian core area. The location of P-510 provides a significant anchor point at the west end of the pedestrian mall. The Fitness facility will be collocated with the existing outdoor pool (Building 45) to offer both recreation functions within proximity of the pedestrian mall. Potential future plans may include connecting these two facilities or the construction of a new pool facility located on the west side of the proposed Fitness building (as shown in Figure 4-16). Parking for the Fitness facility is located across First Avenue leaving sufficient space around the facility to construct tennis, basketball, and volleyball courts and a sheltered outdoor patio.

Demolition in Phase 2 includes the existing Gym (Building 44, 5,448 m<sup>2</sup>) which is currently undersized and lacks the required

functional fitness areas. Related facilities surrounding Building 44 will also be demolished, along with Building 41.

The demolition of NCIS, following its relocation to the new Security Complex, will allow site improvements at the eastern end of the pedestrian core adjacent to the SAC and CDC facilities (see Figure 4-16). This will complete site improvements at an early stage within the pedestrian core and provide an intact vehicle-free zone for multiple uses.

QOL-1/Fitness facility is projected to be 3,982 m<sup>2</sup> and will serve an estimated 3,350 enlisted, officers, and civilian personnel stationed at Rota. The facility will incorporate two indoor basketball/volleyball courts, a fitness and aerobic workout area, racquetball and handball courts, and a multipurpose room.

Finally, a full service MWR Car Wash facility will be constructed in proximity to the proposed NEX/DeCA Main Store for







### Phase 3 Projects

- RSIP QOL-2 MWR Rec Mall
- P-510 Renovate Building 45 Existing Pool
- P-802 NSWU Ops Facility

### PHASE 3 CORE

family housing residents, as well as enlisted personnel living in the barracks.

**PHASE 3** Phase 3 completes the last phase of the pedestrian mall and constructs the final support anchor facilities, QOL-2 MWR Recreation Mall. The MWR Recreation Mall includes two major facilities, an 8-Lane Bowling Center, and a Theater Complex to replace Building 43. The MWR mall

Figure 4-15  
Phase 3 Core Area  
Development

Conceptual Rendering  
of QOL-2 Rec Mall



Figure 4-16( right)  
Area of Development  
(blue) for Phase 3 of  
the Core area

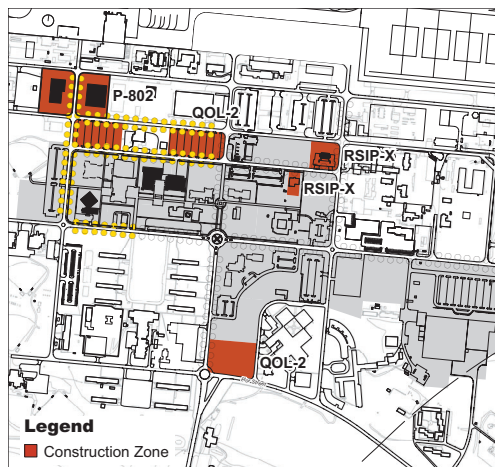
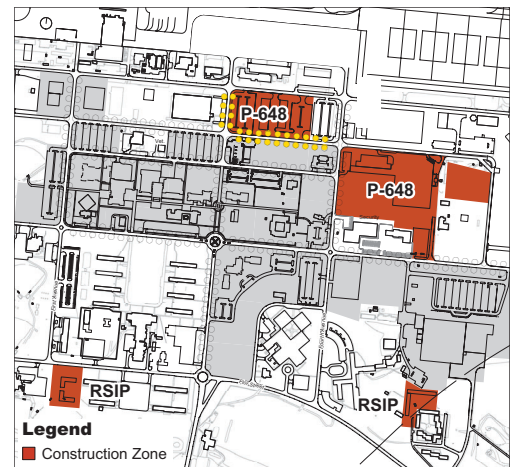


Figure 4-17 (far right)  
Area of Development  
(purple) for Phase 4 of  
the Core area

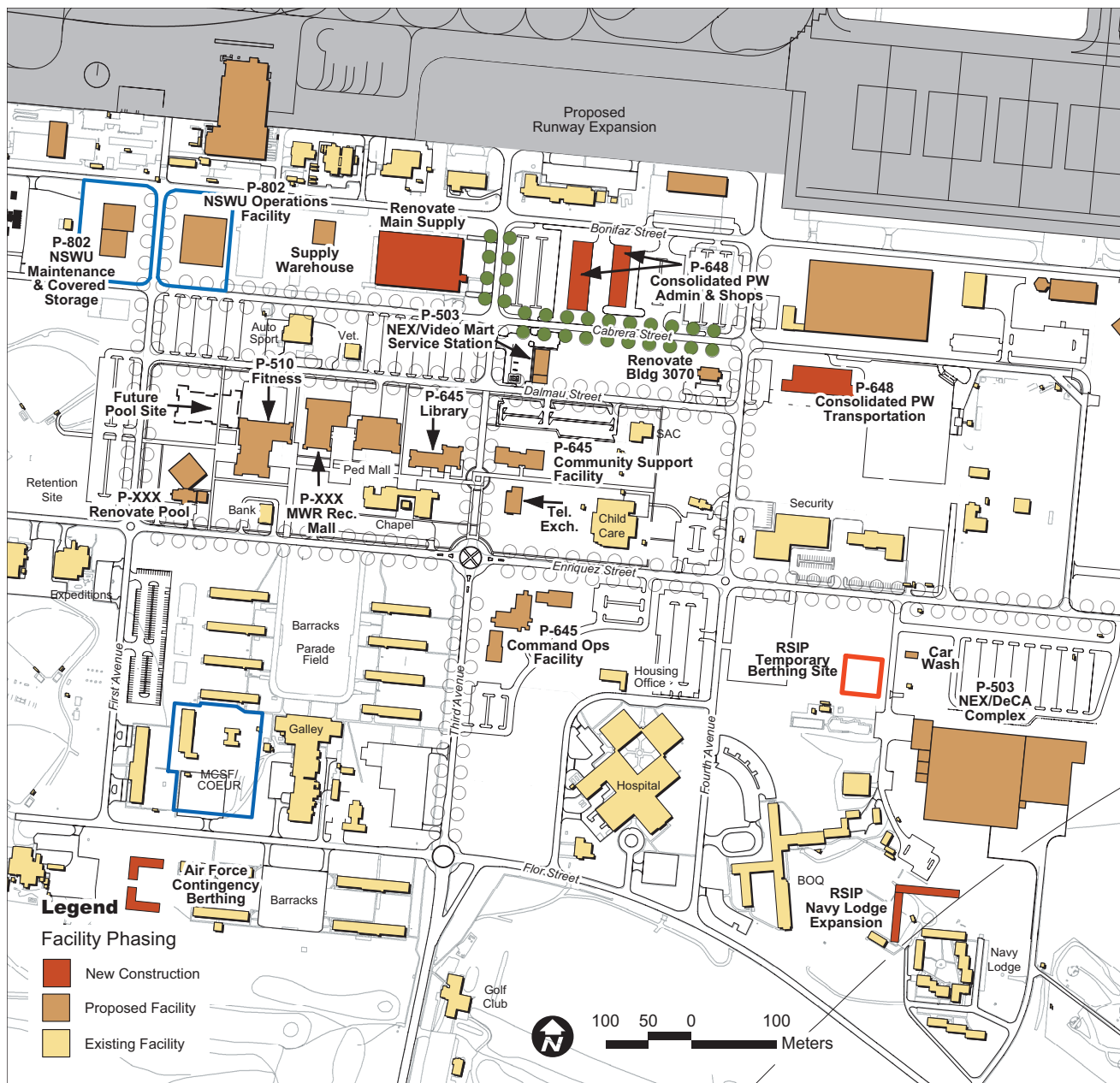


will consolidate a number of services and activities currently scattered across the base into one convenient location. The facilities, totalling 7,308 m<sup>2</sup> will front the pedestrian mall and share a common service access along Dalmau Street. An expansion area and adequate parking to the north of the site has been accounted for to accommodate future planning needs. QOL-2 demolishes 6,502 m<sup>2</sup> of existing support facilities. In addition to QOL-2, Phase 3 will also improve support activities in the Core area with P-510/Building 45 Renovation (existing pool).

The other major development proposed for the Core area is P-802 NSWU 10 Operations

facilities. These structures will be developed in the industrial zone located between the Core support areas and the Airfield. Three facilities will be constructed to meet NSWU requirements including a Command Ops facility, shops, and vehicle storage. Other NSWU requirements, will be addressed in P-551 Port Operations Consolidation. The selected site works well with the NSWU needs and locates this function in proximity to the flightline, major support areas and housing. P-802 fulfills a 6,968 m<sup>2</sup> requirement and allows Buildings 555 (on Pier 1) and 160 (supply) to be subsequently demolished.





#### Phase 4 Projects

- P-648 Public Works Consolidation
- RSIP-X Renovate Building 555 Exterior

#### PHASE 4 CORE

**PHASE 4** The fourth and final phase of the Core area Re-Cap Plan will construct P-648 Public Works Consolidation. This project will locate PW administrative and shop functions together within the industrial strip between the Airfield and support areas. The transportation department will re-claim the existing PW site and construct a new facility that provides sufficient laydown and storage areas that are screened from Fourth Avenue. This project will demolish 23 temporary

Figure 4-18  
Phase 4 Core Area  
Development

## CORE AREA DEVELOPMENT PLAN

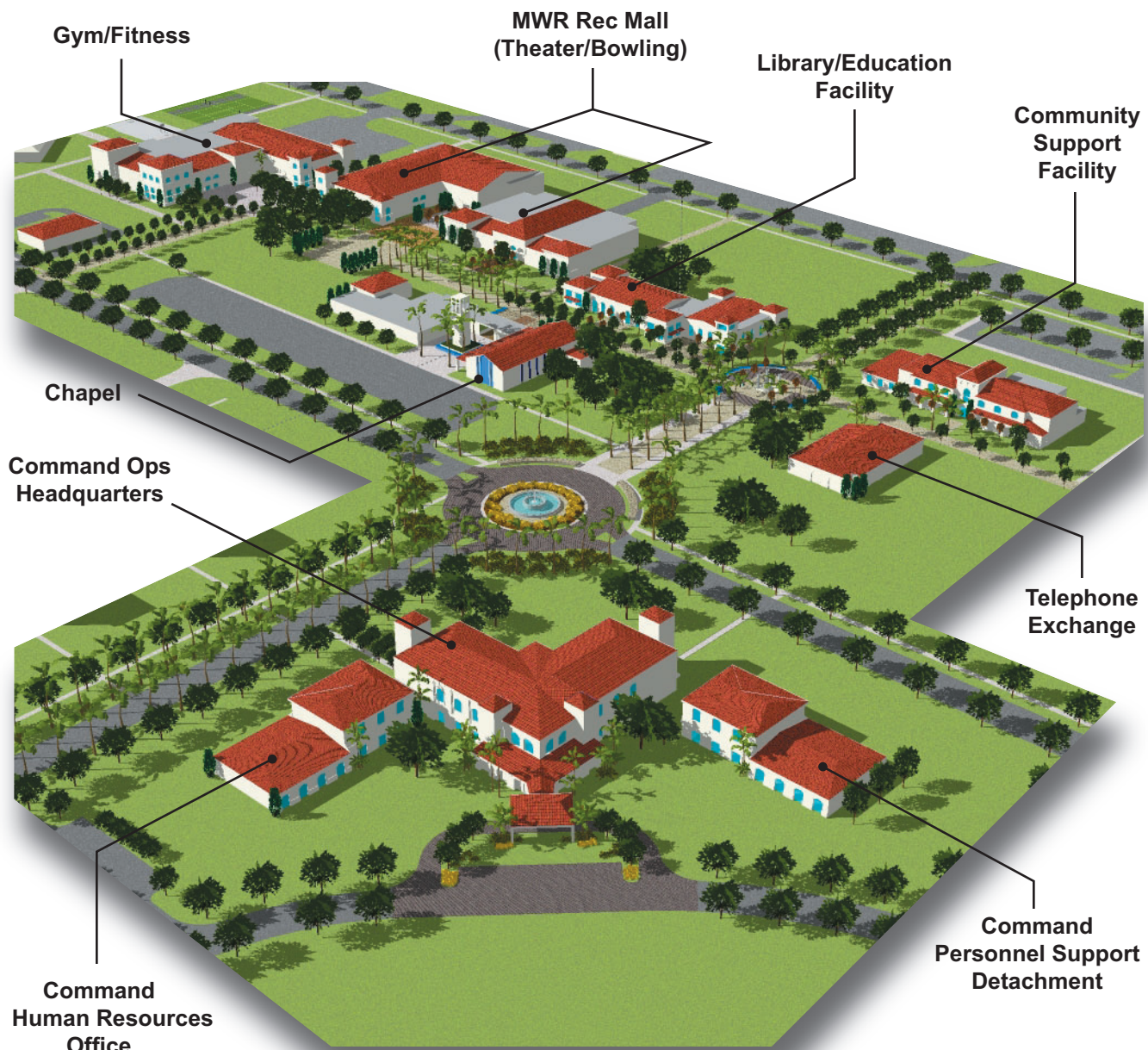


Figure 4-19 Proposed Core Area Illustrative Plan



and substandard facilities (10,716 m<sup>2</sup>) and replace them with three consolidated facilities totalling 9,503 m<sup>2</sup>. Parking for P-648 will add approximately 2,564 m<sup>2</sup> for various parking requirements at both sites.

Also as part of this phase, the exterior of Building 55 will get a face-lift to complete the overall renovation of the main supply facility.

**SUMMARY** The overall development plan for the central Core area collocates major community support functions within a vehicle-free environment and provides a direct connection between living/community and work/industrial areas. This plan enhances quality of life for Rota's residents while addressing current AT/FP and security needs.

The final design concept builds on a strong axial relationship and gridded street network already established at the base. Anchored by the existing Chapel and religious education buildings, the pedestrian mall provides an active walking environment convenient to all Core area user groups including Airfield, Public Works, Command Admin, NSWU, MCSF, Supply, and Rota Hospital.

Architectural style and building relationships incorporate vernacular references that support Navy functional requirements, as well as safety and security needs. Building and landscape elements are designed to respond to specific environmental considerations and include orientation of entry, arcades, awnings, covered/shaded walkways, seating areas, and screening (see Design Guidelines, Appendix A.4). Facility siting allows for future development within the central Core area to support future missions and expansion of proposed functions.

An emphasis on pedestrian circulation includes a prominent network of sidewalks along all street corridors that connect major destinations and provide visual and functional hierarchy and definition for non-vehicle users. The plan emphasizes the need for convenient and practical outdoor activity, and circulation between major destinations.

Vehicle use and parking within the Core has been strategically located in several locations surrounding the pedestrian zone while maintaining convenient access for multiple users types. The closure of Third Avenue, between Enriquez Street and Dalmau Street, supports the pedestrian concept by linking the new support functions with nearby Child Development activities. This realignment, while maintaining critical east/west flow, effectively diverts major truck traffic away from the central Core area where pedestrian activity and movement is the highest.

*Illustration (below) shows major axis into Core along Third Avenue.*

*Conceptual illustration (bottom) of the pedestrian mall area and adjoining support functions.*







Figure 4-20

## Rotational Forces and Expeditionary Forces Camp Re-Cap Summary

### NEW CONSTRUCTION

20 Buildings ..... 25,412 m2

### DEMOLITION

47 Buildings ..... 15,811 m2

FOOTPRINT INCREASE .....9,531 m2

TOTAL INVESTMENT ..... \$ 68.9 M

LIFE CYCLE COST .....\$ 44.3 M

### AIS BACKLOG

REDUCTION .....\$ 1.6 M

The recommended plan for new construction for the NMCB is the only viable option since the majority of buildings in the Camp are temporary or non-permanent structures that are inadequate or substandard. Berthing for NMCB personnel does not meet current Navy Housing minimum criteria. This generates a need for additional housing and substantial investment for the Rotational Forces and Expeditionary Camp.

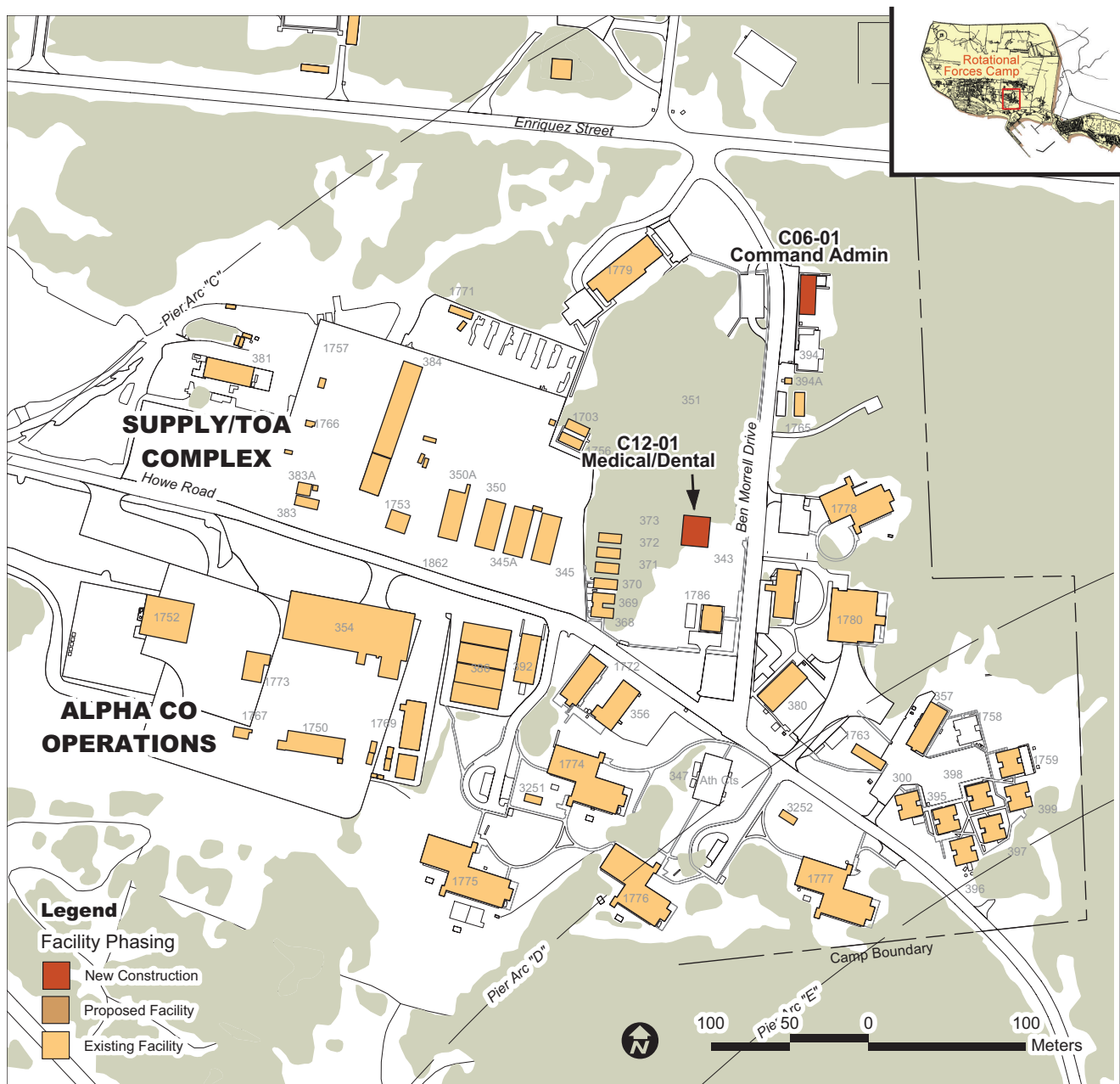
#### 4.1.4 Rotational Forces and Expeditionary Camp

The Re-Cap effort for the Rotational and Expeditionary Forces Camp (also referred to as Camp Mitchell) will occur in four phases. Phasing is based on functional considerations that correspond to specific funding and operational requirements at the Camp. The sequencing allows for construction to occur in the most efficient and organized manner possible while maintaining operational readiness.

Major areas throughout the Camp are loosely structured and highly wooded, giving it a unique quality and high value amenity for the Sea Bees. Historically, building placement has located individual structures away from the road, with parking placed separately for







#### Phase 1 Projects

- C06-01 Command Admin
- C12-01 Medical/Dental facility

#### PHASE 1 NMCB Camp

each facility. Since deployed personnel do not have access to cars, future development will reduce the number of parking spaces throughout the camp. The intersection of Ben Morrell Drive and Howe Road has been envisioned to be the 'central crossroads' of the Camp. The placement of existing facilities and siting of future projects seek to reinforce this concept. The intersection includes the majority of Sea Bee support services and will provide

Figure 4-21 Phase 1 Rotational Forces and Expeditionary Camp Development



*Over 90% of NMCB facilities are rated as inadequate or substandard facilities. Most buildings are temporary or non-permanent structures.*

ceremonial spaces that help reinforce the center of the Camp as its primary core.

The operational area can be characterized as primarily paved with large volume industrial and warehousing facilities and accompanying laydown areas. Due to the industrial nature of the work performed here, little to no pedestrian zones have been created but some definition on Howe Road is advisable. The close proximity of this work area to the housing and support areas are conducive to maximum efficiency and Sea Bee supervision. The movement of large vehicles in the operational areas demands that large paved areas be well maintained and even enlarged in specific locations.

**PHASE 1** The first development phase for the Camp area constructs a new Command Admin Facility near the main entrance to the Camp. Parking for this facility will be provided across Ben Morrell Drive in an existing clearing and provide 20 spaces. A medical/dental facility will be constructed to replace the current facility (Building 394).

**PHASE 2** The second phase begins major improvements to both support and opera-

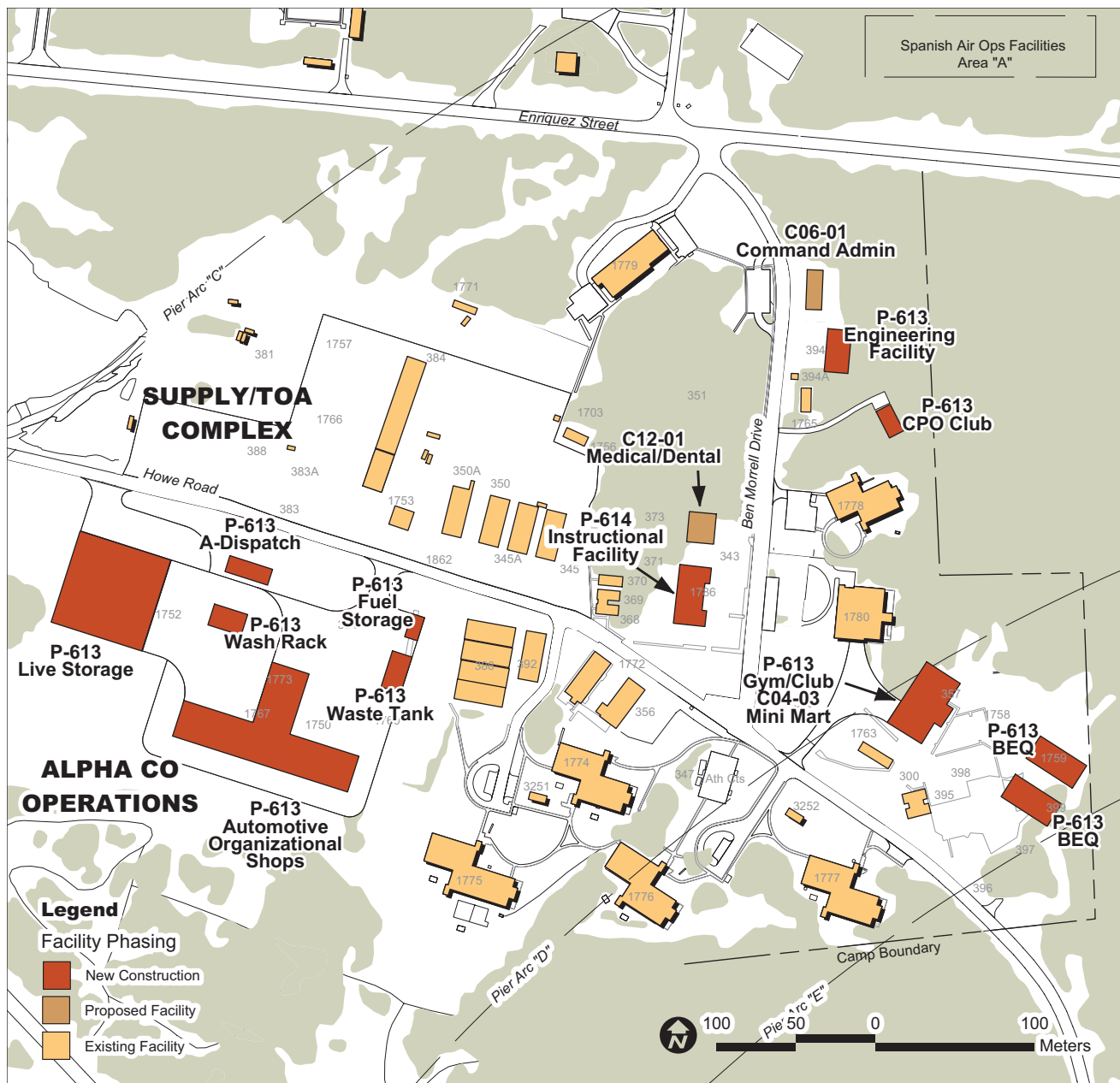
tional areas of the Camp. P-613 will demolish 23 temporary and non-permanent structures for a total of 7,722 m2, including the entire Alpha Co. shops and storage. This MILCON project will construct 11 new facilities that will consolidate Alpha Co. functions on the operational side. The project builds the first phase of transient BEQs and a replacement combined Gym/Club facility on the support side. A NEX Mini-Mart will be constructed in proximity to the Gym/Club facility, but will be a stand alone facility. Other improvements on the support side of the Camp include a 622 m2 Engineering facility, a combined Library/Chapel facility and a CPO Club.

**PHASE 3** The third phase of development at the Camp constructs the Supply/TOA Complex, Bravo Charlie Consolidation, and the next phase of BEQs. P-412 demolishes 17 buildings (6,581 m2), constructs six and provides a dedicated Grinder/Mount area within the Supply/TOA Complex.

The second stage of the BEQ Complex will house an additional 30 personnel and construct the disciplinary barracks for the Camp. Final siting of the BEQs must preserve the unique stands of Umbrella Pines that







#### Phase 2 Projects

- P-613 Equipment Maintenance Facility/ BEQ
- C04-03 NEX Mini-Mart

#### PHASE 2 NMCB Camp

encompass the Camp, particularly at the support end.

Siting of the Bravo Charlie Shop Consolidation considers an existing retention wall between itself and the Alpha Co Operations, as well as AT/FP criteria.

Figure 4-22 Phase 2 Rotational Forces and Expeditionary Camp

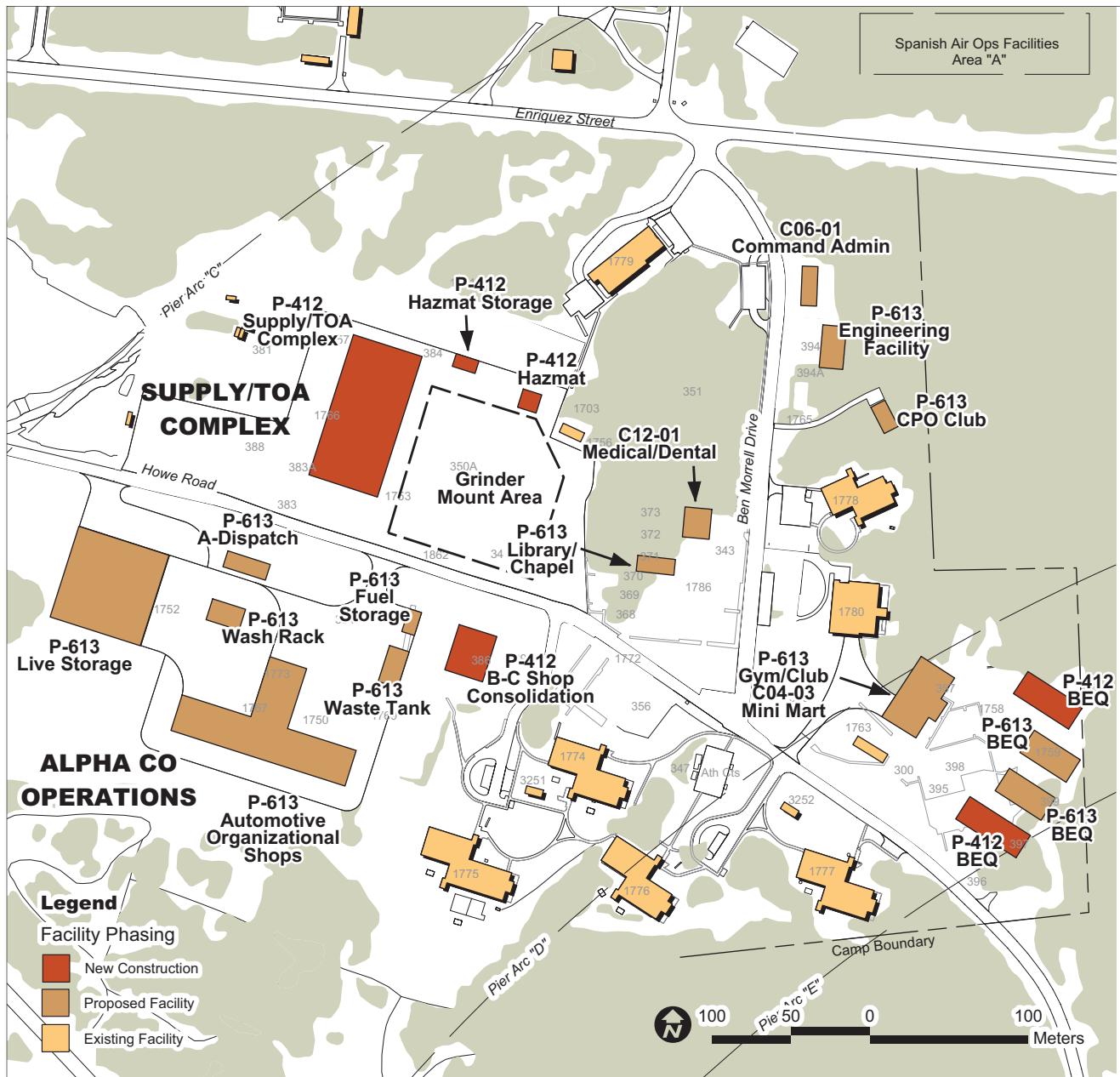


Figure 4-23 Phase 3 Rotational Forces and Expeditionary Camp Development

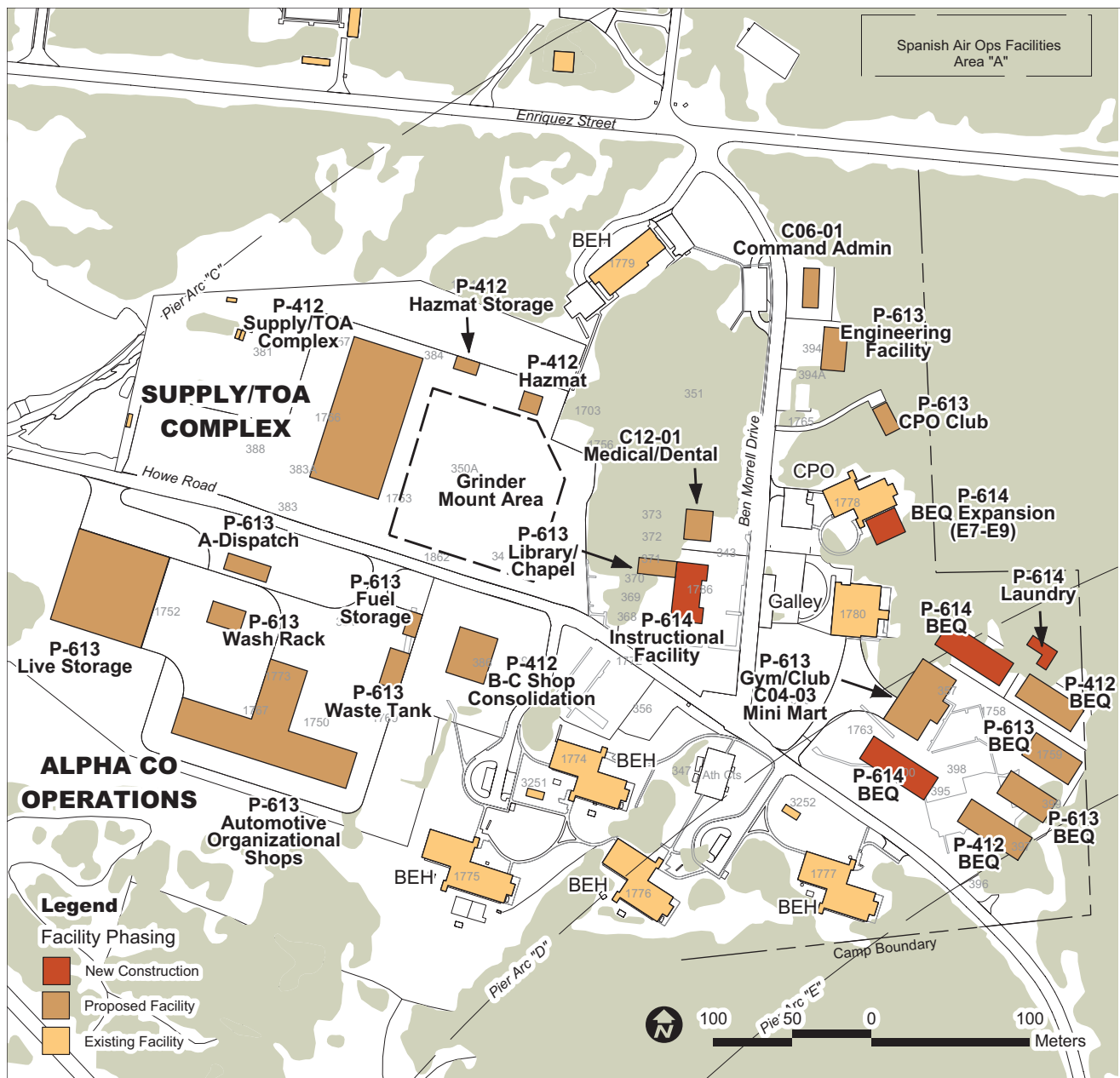
### PHASE 3 NMCB Camp

#### Phase 3 Projects

- P-412 Supply Complex/ Shops Consolidation/ BEQ







## Phase 4 Projects

- P-614 Transient BEQ

## PHASE 4 NMCB Camp

**PHASE 4** The final phase of construction at the Rotational Forces and Expeditionary Camp primarily completes the improvements to the housing facilities at the Camp. The project constructs the final phase of the new BEQ quad and expands the existing BOQ. P-614 also constructs a 734 m2 Instructional facility adjacent to the Library/Chapel, and a laundry facility to support the new BEQ complex.

**Figure 4-24 Phase 4 Rotational Forces and Expeditionary Camp Development**



Figure 4-25

## Family Housing Re-Cap Summary

### NEW CONSTRUCTION

1 Building ..... 6,304 m2

### DEMOLITION

9 Buildings ..... 4,895 m2

FOOTPRINT INCREASE ..... 1,820 m2

TOTAL INVESTMENT ..... \$ 20.0

LIFE CYCLE SAVINGS ..... \$ 7.1 M

AIS BACKLOG REDUCTION ..... TBD

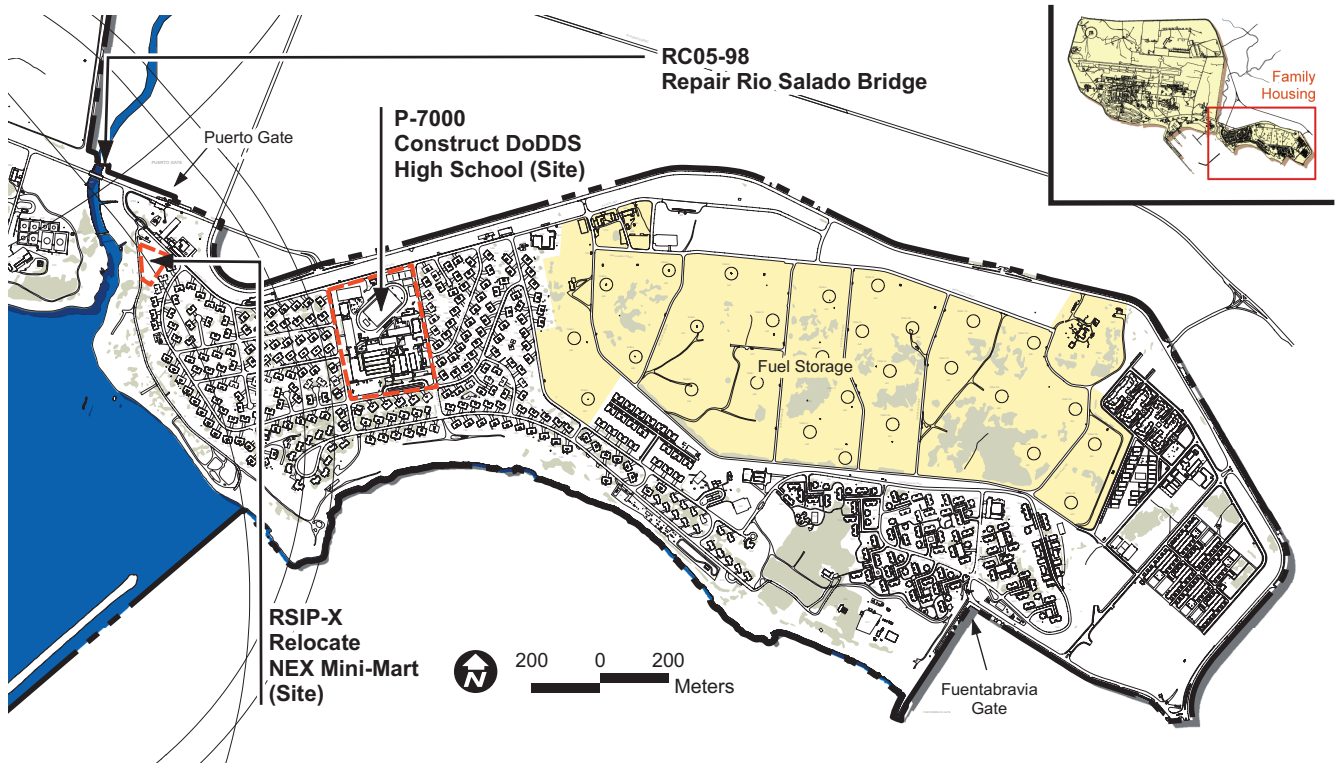
The recommended plan for new construction of the DGF High School is justified because the current situation cannot be remedied through conventional renovation. These facilities have exceeded their useful life span and cannot support the electrical, safety, mechanical needs of the DoDDs function at Rota.

### 4.1.5 Family Housing Area

The Family Housing (FH) Focus area at Rota consists of all areas east of Rio Salado Bridge. Family housing at Rota has the highest rate of adequate facilities on the Base. Included in the FH Focus Area are the DoDDS DGF Elementary and High Schools. The first phase of P-7000 Rota DGF High School MILCON began in 2003 with the replacement of the DGF Elementary School. Construction is nearing completion and will transition into the second phase, DGF High School. The new High School will demolish nine deficient facilities averaging over 41 years old. This facility will provide the necessary facilities to meet DoDEA Educational Specifications, population and PTA requirements for grades 6-12. The siting and final design of this facility has not been approved and Figure 4-26







#### Projects

- P-7000 DoDDS DGF High School
- Relocate NEX Family Housing Mini Mart

#### Family Housing Area

Figure 4-26 Proposed Development in the Family Housing Area

indicates the area in which the High School will most likely be sited.

The FH NEX Mini-Mart (Building 134) will be relocated across Alicante Lane from the FH outdoor swimming pool. This will resolve AT/FP perimeter non-compliance affecting this function. A specific site for this facility has not been indicated, and only refers to the approximate area being considered. Non-building related projects include repairs to the Rio Salado Bridge. There are no recommended fuel function improvements (shown in yellow in Figure 4-31) being considered at this time.

Aerial view of P-7000 DGF Elementary School under construction



## 4.2 Summary Projects List

The following project summary tables list projects included in this RSIP and that support the Rota Re-Cap. Projects shown are classified by IMAP Function as referenced in Chapter 3 and provided in two separate tables. Table 4-1 lists CNRE-sponsored projects and Table

4-2 lists non-CRNE projects, such as NAF, NEX/DECA or NATO-sponsored projects. More detail on these projects is provided in the project tables included in Appendix A.8.

**Table 4-1 CNRE Projects List (by IMAP Category and cost)**

IMAP CATEGORY	PROJECT NUMBER	PROJECT DESCRIPTION	AREA m2	AREA SF	COST (\$000)
Air Operations	P-662	Construct Air Traffic Control Tower/Air Cargo Terminal/Air Force Admin	5,003	53,852	\$28,923
	P-695	Construct Air Passenger Terminal/C-12 Hangar/Runway Expansion	5,646	60,773	\$24,170
	RSIP	Contingency Berthing for Air Force	3,958	42,600	\$9,837
	RSIP	Renovate/Rehab Hangar 5	1,273	13,700	\$2,484
	RSIP	Construct Airfield Perimeter Fencing	N/A	N/A	\$1,775
	RC26-03	Upgrade Fire Suppression System at Hangar 5	N/A	N/A	\$1,500
Port Operations	P-551	Port Ops Complex (Port Ops, harbor security, maintenance, ramp & widening)	2,298	24,735	\$21,040
	R21-01	Repair -Pier 1 Miscellaneous	N/A	N/A	\$5,300
	C6-04	Pier 1 Sewage Collection System	N/A	N/A	\$650
Operations Support	RSIP	Expand/Renovate Bldg 8	3,026	32,568	\$4,004
	M18-04	Dredging -Access Channel Maintenance	N/A	N/A	\$750
	C12-01	Medical/Dental Facility	332	3,574	\$580
	C25-04	DECON Wash Rack for MARG	3,000	32,290	\$470
	RSIP	Renovate Bldg 463	372	4,000	\$444
	RSIP	Expand/Renovate Bldg 37	211	2,266	\$279
	RSIP	Renovate Bldg 451	147	1,586	\$142
Personnel Support	P-XXX	Construct Rec Mall/ QOL-2 Theater and Bowling Center	3,326	35,800	\$10,054
	RSIP	Building 42 Seismic Rehabilitation	N/A	N/A	\$950
	RSIP	Renovate/Expand School Aged Care Facility	186	2,000	\$613
	RSIP	Construct Bike/Walk Trail	N/A	N/A	\$288
Housing	P-614	Educational Facility, BEQ E7-E9, BEQ Phase III	8,962	96,470	\$16,864
	R18-93	Renovate BOQ-39	10,083		\$6,355
	RSIP	BEQ (28, 567) Seismic Rehabilitation	N/A	N/A	\$6,150
	R14-99	Replace Roof BEQ 567, 569, 570, 28, 29, 30	N/A	N/A	\$763
	H-04-01	Officers Duplex Conversion	N/A	N/A	\$640
Facilities Support	H-04-02	Enlisted Duplex Conversion (ELP) Las Palmeres	N/A	N/A	\$530
	P-648	Construct Consolidated Public Works Compound	11,475		\$32,210
	P-613	Equipment Maintenance Facility and BEQ Phase I	11,371		\$29,840





**Table 4-1 CNRE Projects List (by IMAP Category and cost)**

IMAP CATEGORY	PROJECT NUMBER	PROJECT DESCRIPTION	AREA m2	AREA SF	COST (\$000)
	UCABP-1	Generation (Muse Area) Upgrades	N/A	N/A	\$6,500
	P-680	Install Peak Shaving Diesel Generators	N/A	N/A	\$4,367
	UCABP-2	Substation Replacement	N/A	N/A	\$3,050
	UCABP-3	Install New Feeder 10 for Pier 4	N/A	N/A	\$2,100
	R24-03	Lift Station and Sewer Line Upgrades	N/A	N/A	\$1,555
	RC05-02	Provide AT/FP Traffic Patterns (Electrical Upgrades)	N/A	N/A	\$1,519
	RC5-98	Repair Salado Bridge	N/A	N/A	\$1,200
	RSIP	Replace HTHW Lines in Core	N/A	N/A	\$944
	RSIP	Upgrade Main Supply Bldg (55)	816	8,786	\$885
	R21-01	Pier 1 Saltwater Fire Suppression System	N/A	N/A	\$881
	RC14-04	Core Area Electrical System Upgrades	N/A	N/A	\$815
	RC8-04	Repair and Upgrade Harbor Water System	N/A	N/A	\$815
	UCABP	Inspect, Repair, and Repaint Elevated Water Tank 69	N/A	N/A	\$735
	C8-04	Pier 1 Sewage Collection	N/A	N/A	\$725
	UCABP	System Wide SCADA Control System	N/A	N/A	\$550
	R12-04	Electrical High Voltage System Upgrade	N/A	N/A	\$535
	C10-04	Pier 2 Saltwater Fire Suppression System	N/A	N/A	\$525
	R17-04	Power Plant Complex Repair	N/A	N/A	\$520
	C7-04	Pier 2 Sewage Collection	N/A	N/A	\$340
	UCABP	Central SCADA System to Monitor/Control Plant Equipment	N/A	N/A	\$290
	UCABP	SCADA for Power Plant Generators	N/A	N/A	\$290
	UCABP	Tank 1980 Roof Repair	N/A	N/A	\$200
	CR11-04	GAC Plant Upgrade	N/A	N/A	\$184
	UCABP	Power System Analysis	N/A	N/A	\$175
	UCABP	Relocate Pumps - Tank 70	N/A	N/A	\$165
	UCABP	Replace Existing Compressed Air System with Central System	N/A	N/A	\$150
	UCABP	Feeder 7 Repairs	N/A	N/A	\$150
	UCABP	System Wide Metering Upgrade	N/A	N/A	\$100
	UCABP	Substation Grounding Improvements	N/A	N/A	\$90
	UCABP	Feeder 4 Improvements	N/A	N/A	\$75
	RSIP	Paving and Streetscap Improvements	TBD	TBD	TBD
Public Safety	RSIP	Building 514 Seismic Rehabilitation	N/A	N/A	\$300
Command & Staff	P-645	Consolidated Command Ops and Support Facility	6,075	65,391	\$32,700
	P-412	Supply Complex, HAZMAT Storage, Armory, Shop, BEQ Phase II	16,890		\$20,675
	C6-01	Construct HQ/Admin Facility	465	5,005	\$462



**Table 4-2 Non-CNRE Projects List (by funding source and cost)**

FUNDING SOURCE	PROJECT NUMBER	PROJECT DESCRIPTION	AREA m2	AREA SF	COST (\$000)
BUMED	RSIP	Expand the Emergency Room	TBD	TBD	\$200
DoDDS	P-7000	DGF High School	6,304	67,856	\$19,550
NAFCON	P-510	Construct Rec Mall/ QOL-1 Fitness and Gym	3,982	42,862	\$15,730
	PDE25-04	Construct Logistics Center, Consolidated Warehouse	922	9,926	\$460
NATO	CP-13	Pier One Extension	5,538	59,611	\$51,000
	CP-13	Construct New Pier 4	N/A	N/A	\$46,410
	P-554	Dredging for NATO CP-13	N/A	N/A	\$21,300
NEX/DeCA	P-503	Construct Consol. NEX/Commissary Fac./NEX Mini Mart & Gas Sta.	18,326		\$42,625
	RSIP	Expand Navy Lodge	1,115	12,000	\$3,123
	RSIP	Relocate NEX Mini-Mart/Barber Shop in Family housing	400	4,306	\$725
	C04-03	Construct NEX Mini-Mart	232	2,500	\$475
SOCOM	P-802	Construct NSWU Operations Facility	8,612	92,700	\$20,304

## 4.4 Demolition Plan

Table 4-3 includes a listing of facilities proposed for demolition through the Rota Re-CAP effort. Facilities to be demolished are grouped by proposed projects included in the RSIP.

**Table 4-3 Demolition List**

PROJECT NUMBER	NUMBER OF BUILDINGS	AREA m2	AREA SF	BUILDINGS TO BE DEMOLISHED
P-645	12	7,658	82,432	1, 54, 98, 197, 268, 272, 521, 522, 1743, 1844, 1960, 3044
RV-21	10	10,274	110,595	36, 40, 175, 263, 1531, 1532, 1533, 1626, 1633, 1831
P-802	3	3,984	42,880	160, 1957, 1958
QOL-1	3	3,357	36,137	44, 227, 591
QOL-2	4	6,502	69,984	43, 48, 228, 1631
P-648	23	10,716	115,307	59, 60, 61, 62, 63, 145, 146, 147, 148, 149, 150, 158, 159, 230, 262, 587, 1527, 1713, 1714, 1809, 1829, 1865, 3062
PDE-2504	8	1,318	14,189	154, 548, 550, 557, 1543, 1601, 1813, 3162
P-662	25	15,901	171,158	2 (Tower only), 56, 133, 135, 144, 184, 193, 194, 211, 267, 524, 580, 583, 1676, 1678, 1685, 1801, 1803, 1855, 1865, 1934, 3154, 3155, 3156, 3157
P-695	3	3,925	42,253	2, 1581, 1917
P-551	6	2,923	31,469	189, 215, 526, 536, 555, 3153
C06-01	3	498	5,360	352, 397, 398
C12-01	1	349	3,760	394
P-412	17	6,581	70,837	300, 345, 345A, 350, 350A, 356, 368, 369, 370, 384, 386, 392, 1771, 1772, 1753, 1765, 1786





**Table 4-3 Demolition List**

PROJECT NUMBER	NUMBER OF BUILDINGS	AREA m2	AREA SF	BUILDINGS TO BE DEMOLISHED
P-613	23	7,722	83,125	343, 354, 371, 372, 373, 380, 381, 383, 394, 395, 396, 397, 398, 399, 1703, 1750, 1752, 1757, 1758, 1759, 1766, 1767, 1769
P-614	3	661	7,120	357, 1756, 1763
P-7000	9	4,895	52,693	74, 75, 76, 79, 80, 81, 571, 1645, 1646
<b>SUMMARY</b>	<b>153</b>	<b>87,264</b>	<b>939,299</b>	



